



# Westernite

Official Publication of District 6 of the Institute of Transportation Engineers March - April, 2002 Vol. 56 No. 2

## Mid-Year Board Meeting Highlights

### Student Initiatives Fill Board Meeting By Randy McCourt



On February 1, 2002 the Executive Board and Committee Chairs (23 people in total) convened in Seattle, Washington for the Mid-Year Board Meeting hosted by President Rory Grindley and his staff (notably Debbie Kelly-Sage). The District 6 board took landmark action in approving numerous initiatives to forward President Grindley's proclaimed "Year of the Student". In a workshop the day before, a committee (including most of the executive board plus International President Jenny Grote, Dr. Jodi Carson, Charlie Ebeling, Ken Ackeret and Zaki Mustafa) met to provide the Student Chapter Initiatives Committee guidance and direction. Dr. Jodi Carson chairs the newly created Student Chapter Initiatives Committee which will be looking at ways for ITE to help improve student and faculty involvement in transportation. The workshop outlined current programs, proposals and surveys before crafting proposals for the District 6 Board aimed at stimulating active participation by Faculty Student Advisors in ITE and attracting young professionals to transportation.

Please see **Board Meeting** on page 2

## Welcome to the Annual Meeting

### Deepak "Dee" Ubhayakar, General Chair



On behalf of the ITE Riverside-San Bernardino Section members and our Local Arrangements Committee (LAC), it is my pleasure to welcome you to the 2002 ITE District 6 Annual Meeting in Palm Desert, California, July 14-17.

The meeting will be held at the Marriott Desert Springs Resort & Spa in Palm Desert, which is one of the top five resorts in the United States. The spectacular resort provides an excellent conference facility, 884 guest rooms, 51 suites, a European style spa, two 18-hole championship golf courses, 18-hole putting course, driving range, 20 tennis courts, five swimming pools, four outdoor whirlpools, jogging trails, gaming room, 12 dining options, and 18 shops and boutiques. The warm and dry climate in Palm Desert coupled with relaxing scenic setting will make everyone's stay enjoyable.

We will offer a wide variety of technical sessions. A multi-track technical program will focus on current hot transportation issues for our transportation engineers and planners. The program will include 80 presentations by our transportation engineers and planners on Monday, Tuesday and Wednesday, July 15 through July 17. We will also offer four technical workshops on Sunday, July 14 as well as technical tours during the conference.

The vendor exhibit hall will be open all day on Monday and Tuesday, July 15 and 16, with 46 exhibitors showing their products and services. Vender Exhibit Chair, Mike Girardot, should be contacted to reserve a booth at (909) 482-1040. The Traffic Bowl is bigger and better than ever and will be held on the afternoon of Tuesday, July 16. This will include teams from various District Sections and Student Chapters.

There will be a golf outing on the morning of Sunday, July 14 at one of the championship golf courses at the resort. Entertainment Chair, J. R. Morgan, should be contacted for further details at (909) 955-6815.

Spouses, children, and guests will have numerous opportunities for sightseeing and shopping in the Palm Desert and nearby Palm Springs area. Our Monday night  
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family activity will be to ride the world's largest rotating tramcars at the Palm Springs Aerial Tramway rising over two and one half miles to a scenic wonderland in Mt. St. Jacinto State Park and enjoy dinner and entertainment at the restaurant on top. The annual awards banquet on Tuesday evening will have a "Rat Pack Revival" theme.

You can extend the conference with a family vacation in beautiful Los Angeles, Hollywood and San Diego areas, which are only a one to two hours drive away.

**We will see you in Palm Desert during July 14-17, 2002.**

For more information please visit [www.westernite.org](http://www.westernite.org).



### **Board Meeting *Continued from page 1***

The cornerstone recommendations which were approved by the District 6 Board the following day at the Mid-Year meeting include:

- Subsidies for Faculty Advisor membership dues and annual meeting registration.
- Resolutions to the International Board to waive first years dues of Faculty Advisors.
- Development of a new student competition to be hosted at the District 6 Annual Meeting (a half day competition similar to a reduced version of the concrete canoe competition for undergraduate civil engineers) with a \$1000 award to the winning group of students.
- Creation of a new annual Outstanding Transportation Educator award

## **Letter to Westernite Editor:**

The US News & World Report Feb. 18, 2002 issue includes Traffic Engineer as one of "the nation's eight most secure career tracks". I am particularly proud and convinced that our job satisfaction comes from "producing tangible changes" to our daily activities. No doubt we can make a terrific change in the quality of life people enjoy. As we busily deal with "concerned" citizens' calls, let's remember why we chose this profession the first place.

Please see  
[www.westernite.org](http://www.westernite.org) **US News & World Report**

**Eric Shen**  
**City of Pasadena**

- Provision of \$1000 to the university that wins the Student Chapter Award for travel to the District 6 Annual Meeting.
- Authorization of \$750 to the UNLV Student Chapter as compensation for completing a District 6 Technical Committee project to place all historic compendium of technical papers from District 6 annual meetings on a CD and a \$500 award to allow students to travel to the Palm Desert meeting in July to sell these CDs to the membership.
- Encouraging Sections to make standing scholarship funds "flexible" to be utilized to offset costs for students and faculty advisors to participate in the District 6 Annual Meeting.

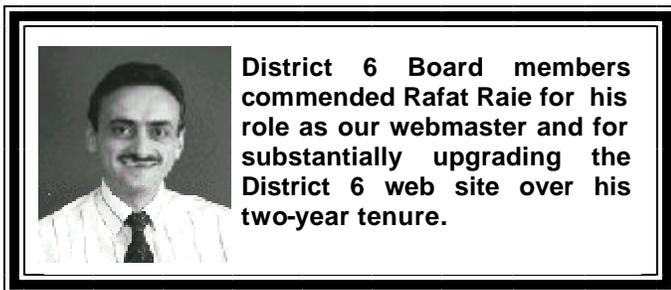
In other actions, the following nominees have been selected by the Nominations Committee as candidates for District 6 officers.

President:	Julie Townsend
Vice President:	Randy McCourt
Secretary-Treasurer:	Bahman Janka Zaki Mustafa
International Director:	Pat Noyes

Although there are traditionally two candidates offered for the office of International Director, Pat's was the only nomination received by the Nominating Committee. Look for each candidate's statement and bio to appear in the next WesternITE issue. Members are encouraged to submit nominations by petition if they so desire. In accordance with Section 5.2 of the Bylaws of District 6, additional nominations may be made by petition signed by not less than five members. Each petition shall be accompanied by the written consent of the nominee to run for the office for which nominated, and must be received by the Secretary-Treasurer not later than 60 days prior to the election. No member may be a candidate for more than one office.

The Board noted the pending resignation of Rafat Raie as the Web Site Manager, commending his role in substantially upgrading the District 6 web site over his two-year tenure. Ray Davis was welcomed back onto the Board as the incoming International Director and Pay Noyes completed here tenure as the Chair of the District 6 Advisory Committee Chair. The Board also recognized Tim Harpst for his service to District 6 as an International Director which ended January 1, 2002, expressing appreciation of Tim's wise counsel, friendship and (of course) bringing Stephanie to keep us all company with her wit and sense of fun during his term.

International President Jenny Grote provided a summary of current International ITE activities and directives, including the new Career Opportunities in Transportation video (which is available to all student chapters for free). Reports by International Directors Boekamp, Romer and Davis outlined recent activities and committee chairs reports were presented by Pat Noyes (Adviory), Charlie Ebeling (Career Guidance), Walt Stringer (Legislative), Dave Butzier (Membership), Walter Okitsu (Professional Registration), Ken Ackeret (Technical), Don Samdahl (Transportation Planning Council) and Zaki Mustafa (WesternITE).



Current finances of District 6 are as strong as they have ever been historically. With reserves now equal to the desired year and a half of annual operating budget, our District heads into uncertain fiscal times on a very strong footing. The 2001 Annual Meeting General Chair Karen Aspelin submitted a final report on the successful Albuquerque meeting and noted that that meeting will return to District 6 excess revenues from their conference. The 2002 Annual Meeting General Chair Dee Ubhayakar outlined an outstanding technical program planned in Palm Desert (July 14-17) as arrangements are being finalized. Brief reports for upcoming Annual Meetings in Seattle (2003), Sacramento (2004) and Montana/Glacier Park (2005) were also presented. Four sections/chapters (Arizona, Colorado-Wyoming, Oregon, Nevada) submitted letters of interest to host the 2007 annual meeting and the Board will decide who will host the conference at the Palm Desert meeting in July. Rich Romer presented a draft update to the Local Arrangements Committee Handbook for hosting annual meeting which will be reviewed at the Annual Meeting this year.

Randy McCourt and Julie Townsend outlined changes to the District 6 web page that have occurred and are planned for this year. Specifically, listings of continuing education opportunities, university transportation course offerings, historic District 6 award winners and a student intern opportunity bulletin board (to be developed). Use of e-commerce for WesternITE position available/professional directory listings and annual meeting registration is being explored this year.



## President's Message

**Rory Grindley, President**



Wow . . . I am in awe. I knew that we have some very dedicated professionals that are willing to volunteer their time to making ITE a better organization. And I knew that the issue of finding ways to better support and energize our student chapters has been simmering among the District leadership for years. But to actually see these merge into a passionate energy that produced focused results was, as I indicated, TOTALLY AWESOME (and to think I'd never hear myself use such a phrase!).

Already faced with a very full day of Board meeting activity on Friday, February 1, the entire group of your elected leadership was more than willing to devote an extra half-day for a workshop session focused on student chapter initiatives.

Several committee chairs also responded willingly to my call for action; in fact, I don't believe I had one person who was not enthusiastic in accepting an invitation to participate in the workshop, and I simply had to quit inviting people for fear of having too large a group. As it turned out, we met the afternoon of Thursday, January 31, for what turned out to be a very successful 5-hour workshop on student chapter initiatives. Due to scheduling difficulties, only two members of the elected Board were unable to attend (but were there in spirit). Ken Ackeret, Zaki Mustafa, Dr. Jodi Carson, and Charlie Ebeling were also present to add their counsel and support from their respective District chair responsibilities. We were also more than pleased to squeeze room in at the last minute for International President Jenny Grote, when her schedule suddenly opened up to allow her to attend. Needless to say, I was very humbled by the amount of brain trust that was sitting around me.

My goals for the workshop were two-fold. First, to develop some guidance for newly appointed Student Chapter Initiatives Committee Chair Dr. Jodi Carson, including some suggestions for developing specific support programs. Second, to jump-start the Committee's function by actually developing a few programs that could be instituted immediately by the Board at the following day's meeting. I think we succeeded on both points. Secretary-Treasurer Randy McCourt was kind enough to develop notes of the workshop session, which should soon be posted on the website ([westernite.org](http://westernite.org)). Also, the major actions that were all approved unanimously by the Board are headlined in the Board Meeting Highlights article, so I won't go into all the details here.

Of course, these initiatives are going to cost money. The Board will monitor the success of our programs, and make changes as necessary. We are very fortunate to have had three very financially successful annual meetings in a row, the revenues from which we have been using towards building the District's reserve fund. But now it is time to carefully start reinvesting portions of these positive returns into member services rather than bank bonds. Investments in the student chapters are investments in our institute's future, as well as the future of our profession, and are certainly worthy of our commitments. And student support is not our only ambition. The Board also gave favorable endorsement for subsidizing member registration fees for the upcoming Palm Desert meeting, as well as underwriting a portion of the costs for the technical workshops in advance of the meeting. The Board may be challenged in the near future to find ways to continue to budget any successful programs. But in the interim, here's a double challenge to each of you . . . first, see what you can do to support and interact with students at your local level. Invite (and sponsor!) a student at your next Section meeting, or investigate the opportunities for hiring a student intern. Second, come to the Palm Desert meeting and see for yourself the excitement of our student attendees. But do more than observe – interact and talk with them. Remember that networking involves two-way communication. Show them what we are all really about, and let them in turn show you what our future holds. Then let me know if we're being successful in our support endeavors.



# FAQ PALM DESERT

2002 CONFERENCE  
PALM DESERT, CA  
FREQUENTLY ASKED QUESTIONS

**Mark Greenwood, P.E.,  
Engineering Manager, City of Palm Desert**

Question: How would you describe the Marriott Desert Springs Hotel, where the 2002 District 6 conference will be held?

Answer: With one word - SPECTACULAR

Question: Will it be hot in Palm Desert in July?

Answer: No, we have placed our order for highs about 100, lows about 70.

Question: What are those birds racing around on the ground?

Answer: That is what a Roadrunner really looks like.

Question: Do some people really drive with oven mitts on their hands in the summer?

Answer: Yes, I saw it with my own two eyes.

Question: What is that up in the night sky?

Answer: Those are stars; check out the Little Dipper, Mars, the Milky Way and all the other interesting stuff up there. If you look closely, you can even see satellites passing by.

Question: Will it be hot in Palm Desert in July?

Answer: Maybe, but it's a dry heat.

Question: What is there for my family to do during the conference.

Answer: They could go to the Living Desert zoo and botanical gardens, Palm Springs Museum, Oasis Water Park, Palm Springs Aerial Tramway, Children's Museum of the Desert, Palm Springs Air Museum, hiking in the Indian Canyons, or tour Joshua Tree National Park. If none of that works, they could play golf at any of 100 golf courses, play miniature golf, play tennis, lay by the pools, go to the spa, go shopping, take a bike ride (pedal or electric powered), take a tour of the stars' homes, take a jeep tour of the desert, and on, and on, and on. We've got one of everything.

Question: What do those windmills in the desert do?

Answer: They keep the smog out of our beautiful valley. Or maybe they produce electricity. I can't keep it straight.

Question: What is that on everybody's face?

Answer: That is a smile. Everyone enjoys this place so much, they just can't hide it.

Question: What if I get lost while in the area?

Answer: Just ask a local. They will tell you where to go. Seriously, tourism is the top industry in the valley, so everyone will be glad to point you in the right direction.

Question: Who are those strangely dressed people in the plaids and stripes.

Answer: Golfers, duffers, links lizards, country club cowboys, etc.

Question: Will it be hot in Palm Desert in July?

Answer: OK already, it may be a little hot, so bring your sunscreen.

Question: Why should I come to Palm Desert for the conference?

Answer: Because people will be talking about it for years. You don't want to miss out.



## GOLF CART PROGRAM

**Mark Greenwood, P.E.,  
Engineering Manager, City of Palm Desert**

The City of Palm Desert Golf Cart Transportation Program is currently celebrating its 10<sup>th</sup> year. In May 1992, the Governor signed into law, Assembly Bill 1229, authorizing a pilot Golf Cart Transportation Program by the City of Palm Desert. This law was established after several years of lobbying and research by Palm Desert to develop this alternative form of transportation.

Palm Desert is located in the Coachella Valley in Southern California. The area is currently home to over 100 golf courses, with about 20 golf courses located within Palm Desert's 26 square miles. Many residents own golf carts and wish to use them for a variety of trips. The most common use is to play golf at a course near home. Frequently, this requires driving on local roads with occasional driving on collectors and arterials. As driving golf carts on city streets became more common, residents started to incorporate golf trips with a quick stop by the market or other destinations on the way. This then expanded to golf cart trips not involving golf at all. While the California Vehicle Code allowed golf carts to be driven on local streets within a mile of a golf course, it did not support the uses that had developed in Palm Desert.

The City of Palm Desert acknowledged the use of golf carts on public streets and supported it as a safe, convenient, environmentally conscious, viable alternative form of transportation. Over the course of several years, various legislative actions were taken and technical reports were prepared, and in 1992 the Golf Cart Transportation Program officially commenced.

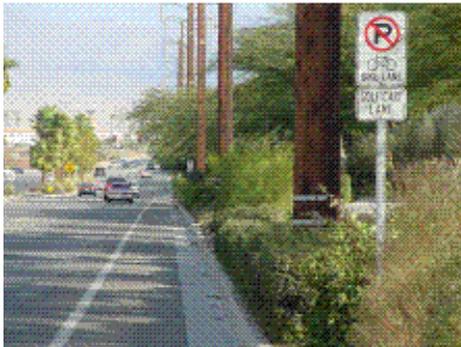
The program is similar to the California bikeway system in that it includes golf cart routes, where golf carts share low speed pads with automobiles; golf cart lanes, with a lane

striped for golf carts on a collector or arterial street; and golf cart paths which are separated from the roadway. Table 1 indicates the number of miles of golf cart facilities by type. All golf cart routes, lanes and paths in the city are shared with bicycles. The golf cart system has expanded over the years to include most of the developed areas of the city with emphasis on providing access to schools, parks, shopping centers, the community college, and of course golf courses.

TABLE 1 **GOLF CART FACILITIES**

TYPE	MILES
CLASS 1 – PATH	2
CLASS 2 – LANE	16
CLASS 3 - ROUTE	22
TOTAL	40

Golf carts participating in the program are required to be equipped with safety equipment including headlights,



taillights, turn signals, seat belts, horn, windshield, etc. In order to assure that all of the required safety equipment is in place, the city inspects each

golf cart and issues a two-year registration sticker. Only licensed drivers are allowed to operate golf carts on public streets. In the ten years of operation there have been two reported collisions, both involving improper golf cart operation on streets not included in the program.

The City keeps several golf carts at city hall for running errands around town and the Parks Department has several more that are used for park maintenance. There are approximately 200 golf carts registered in the program. At least one City employee purchased a golf cart for the sole purpose of daily transportation. A number of local businesses use golf carts for pickups and deliveries of goods. Public charging facilities are available at city hall and at least one shopping center. Golf cart parking spaces are provided at the library, shopping centers, city hall, etc. These parking spaces are usually located very near building entrances.

The City of Palm Desert considers the Golf Cart Transportation Program to be a great success. Residents and the business community have taken advantage of the program, an excellent safety record has developed, and the system continues to expand.

For more information regarding the City of Palm Desert Golf Cart Transportation Program contact Mark Greenwood, P.E., Engineering Manager, City of Palm Desert, at (760) 776-6450.



**IN MEMORY**

**Neil Clark**

It was with sadness that members of the Southern California Section learned of the passing of Neil B. Clark, on August 29, 2001, after a year long battle with throat cancer. He was 72.

Neil was a native of Southern California. He worked for the City of Glendale before coming to the City of Los Angeles Traffic Department in 1960. During the period from 1953 to 1960 the old Traffic Department was undergoing a rapid transformation from a technician-oriented organization to a fully professional team of traffic engineering experts recruited from other cities and agencies. Neil was part of that initial professional management team. He retired from the Department of Transportation in 1987.

Neil was known for his strong appearance, being a nice person and having a shy but clever sense of humor. During his career, he managed and was responsible for channelization striping plans. West Los Angeles District traffic operations, the TOPICS program, taxicab regulation and field operations. However, it was his FOE (Fixed Object Elimination) report from 1969 which was instrumental in creating a new mindset within the profession. The federally-funded report documented accident frequency and severity related to fixed objects on medians and gore islands, such as signal poles, overhead signs and trees. Alternatives to these treatments were showcased as offering a safer and more forgiving roadway environment. The acronym and characterization of fixed objects as "foes" was brilliant. He was also very active with ITE. He served as the co-editor for westernITE during 1968-1969.

Neil is survived by his wife, two daughters, a sister, and his mother. His identical twin brother passed away from lung cancer 10 months earlier.

**John Fisher**  
**Assistant General Manager**  
**City of Los Angeles**

# Section Report

## Alaska Section

The January 22, 2002 featured Maryellen Tuttell, head of the planning section for Ted Stevens Anchorage International Airport (AIA). She spoke on the airport master plan that is currently under development. AIA is a major part of the Anchorage economy. About one out of every ten jobs in Anchorage is directly or indirectly generated by AIA. The cargo hub is first in the nation in landed weight, the floatplane base is the busiest in the nation during the summer, and the passenger hub handles over 2 million enplanements per year. All of this is accomplished with only a one to two minute average delay per operation over a 24 hour period. Atlanta's average, for comparison, is 6.7 minutes per operation. You can find out more about the master plan and other airport data at <http://www.anchorageairport.com>.



Before listening to the guest speaker, we had a brief business meeting. Engineers' Week is coming up, and all are encouraged to attend the Bayou Bash and help out with the grade school student rubberband vehicle competition at UAA. See the website for more details at <http://communitynews.adn.com/ite>.



**Laurie Kozisek, Alaska secretary**

## Arizona Section

The Arizona Section held the third meeting of the 2001/2002 year on November 25 at The Fish Market in Phoenix. Roger Herzog from Maricopa Association of Governments (MAG) presented the Regional Transportation Plan that is currently underway. During his presentation Mr. Herzog showed population growth and distribution in the region through 2040. Projections for population in the region by 2040 exceed 6 million.

The Section held a happy hour at Majerle's Restaurant in downtown Phoenix on December 17, in lieu of the customary holiday dinner dance. President Andrew Smigielski led a successful drive by the Section to collect toys and supplies for Chrysalis, a local domestic violence shelter.

The January meeting was held at Rustler's Rooste Restaurant at South Mountain. The guest speaker was Pierre Pretorius of Kimley-Horn and Associates. Mr. Pretorius provided an informative presentation on what he

saw on a USDOT sponsored scanning tour of Traveler Information Systems in France, Germany, Holland and Scotland and England. The Section congratulated seven new PTOEs who appeared for the October 2001 examination.

The Section participated in the Future City Competition (for 7<sup>th</sup> and 8<sup>th</sup> grade students) by sponsoring a special award for the Best Multimodal Transportation System. The competition was held on January 26<sup>th</sup> at the Phoenix Preparatory Academy. A panel of judges from AZITE had a tough job selecting three winners from a total of 77 entries. This was one of a series of events in connection with the National Engineers Week 2002, February 18-24. Other events include school visits and an engineering banquet at the Hyatt downtown to honor local engineering achievements.

Planning for the 20<sup>th</sup> Annual AZITE/MSA Spring Conference is proceeding well. Preconference activities include a golf tournament at the 500 Club and a tennis tournament at the Gold Key Racquet Club, on March 13<sup>th</sup>. The keynote speaker at the conference will be Mayor Elaine Scruggs of the City of Glendale. Some very interesting technical sessions are planned. They will range from transit, safety, airport access to ADA and land use planning. The conference will conclude on Friday March 15<sup>th</sup> with a game show "Who Wants to be a Milleniumaire?" based on the Millenium Edition of the MUTCD, a social hour and a dinner dance.



**Sarath Joshua**

## California Border Section

The 2001 annual Holiday Dinner Dance party was held Saturday, December 15 at the newly remodeled San Diego Convention Center. It was a small intimate affair with a beautiful view of San Diego Bay.



January's meeting was held Thursday the 3<sup>rd</sup> at the Raintree Restaurant in Carlsbad, CA. The topic was the State Route 125 Toll Road Project in southern San Diego County. The speaker was Kent Olsen, the President of California Transportation Ventures (CTV), the consortium who will construct and operate the toll road. CTV holds a franchise with the State of California to finance, design, build and operate the new 10-mile section SR 125 South. Once completed, this new portion of freeway will be a toll road.

February's meeting was held Thursday the 7<sup>th</sup> at the Handlery Hotel in San Diego, CA. The topic was alternative treatments for at-grade pedestrian crossings, and the speaker was Nazir Lalani. Nazir's speech was taken from a paper written by the ITE Pedestrian and Bicycle Task Force, a committee that Nazir chairs.

**Sam Morrissey, Newsletter Chairman**

## Colorado/Wyoming Section

The Holiday Section meeting was held on November 30, 2001 at the Radisson Hotel Denver Southeast. The meeting began with the presentation of the Past President Award to the immediate past president, David Hook.



Dave Hattan, Chairperson of the Awards Committee then introduced Dan Centa, Traffic Engineer for the City of Pueblo, to present the Lifetime Achievement Award to Johan "John" Bemelen. John had worked for the Colorado Department of Transportation for over 31 years and retired as the State Traffic Engineer. He served on the "National Committee on Uniform Traffic Control Devices" which prepared the millennium edition of the Manual on Traffic Control Devices. After joining the committee in 1984, he served as chairman of the Marking Technical Committee from 1988 to 1994. John co-authored the marking chapter of the Traffic Control Devices Handbook. Over the years John also served on related HITEC panels and task forces. Since retiring he has been a consultant and educator. John was joined by his wife and three of his four children for the presentation.

The technical program, "The Role of Traffic in Growth Legislation and Regional Policies" was presented by Guillermo "Bill" Vidal, Executive Director of the Denver Regional Council of Governments (DRCOG). DRCOG has a total of 50 members which include 42 cities and 8 counties. The presentation focused on DRCOG's role in the implementation of the "Metro Vision 2020 Plan", a plan to deal with growth in the Denver Metro Area. In the next 20 years, the population in the metro area is expecting an increase of an additional 800,000 to 1,000,000 residents. The population in unincorporated areas is expecting an increase of an additional 200,000 to 600,000 residents.

In conclusion, DRCOG, the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), the General Assembly, the Congressional Delegation, the private sector and other stakeholders must address critical regional transportation needs and new funding sources need to be identified.

**Anna Welch, Scribe**

## Hawaii Section

The December luncheon meeting was held on December 19, 2001 at the Department of Transportation building in Kapolei. The featured speaker was Michael Schlei from ACS State and Local Solutions who spoke about the State's new Photo Red Light and Photo Speed Enforcement Demonstration Project. The demonstration project will run for three years and its purpose is to reduce the number of injuries and fatalities caused by automobile accidents. In order to accomplish this, ACS has been given the same authority as the Honolulu Police Department to enforce speeding and red light running. The project will be implemented in three phases. The project utilizes a registered owner liability program where no photos are taken of the driver and the registered owner of the vehicle



will be held accountable for any violations. All recorded violations are reviewed for image quality, verified twice utilizing the DMV database, and reviewed by HDOT before a citation is issued. All citations are mailed within three days of the violation. On average, about 30% of the violations recorded are discarded due to problems such as poor image quality or an inability to find the registered owner. Phase 1 of the program was initiated on December 3, 2001 and ACS is currently only issuing warnings so that motorists have time to adjust to the new systems. Starting January 2, they will begin issuing citations. More information regarding the Photo Red Light and Photo Speed Enforcement Demonstration Project is available at the State DOT's website. ([www.state.hi.us/dot/publicaffairs/photoenforcement/index.htm](http://www.state.hi.us/dot/publicaffairs/photoenforcement/index.htm))

The January luncheon meeting was held on January 14, 2001 at the Prince Jonah Kuhio Kalaniana'ole Federal Building in Honolulu. The featured speaker was Matt Nakamoto from the University of Hawaii at Manoa who presented his thesis entitled "Highway Inventory System Using GIS with Data Integration for Inventory and Maintenance." The project entailed the creation of an inventory and log based maintenance system using GIS that was able to perform queries with a graphical user interface. This system would enable HWY-O to locate and track maintenance done to light poles, overhead signs, roadside signs, guardrails, and culverts. Currently, HWY-O maintains three separate databases with detailed information regarding existing light poles, guardrails, and overhead signs. The new inventory/maintenance system would use these existing databases in conjunction with newly created databases for roadside signs and culverts to provide the HWY-O with a comprehensive inventory database. In addition, the system would maintain a maintenance database for each facility to allow the HWY-O to track the maintenance history of each facility.



**Cathy Leong**

## Northern California section

The January meeting of the Northern California section was attended by more than 90 people. This unusually large group was treated to a fascinating discussion of simulation tools and their application. The first two speakers, Ronald Milam and Fred Choa of Fehr & Peers Associates, compared three transportation simulation models (CORSIM, VISSIM, and Paramics). They reviewed the strengths of each of these tools and the best environment for their use. They also presented methods and standards for the calibration and application of these simulation models. Their presentation included demonstrations of recent applications covering freeway corridors, bus rapid transit, roundabouts, and light rail transit.

Chris Nunno of IT Spatial, presented an overview of simulation tools in the broader context. IT Spatial specializes in the development and application of simulation models for a variety of physical environments, including: land use, GIS  
(Continued on page 8)

(Continued from page 7)

applications, and transportation. Chris showed examples from the San Jose airport, U.S. / Canada Border crossing in New York, and downtown Richmond, Virginia.

Firoz Vorha, City Traffic Engineer, reviewed the City of Modesto's recent experience with simulation models. He showed how he has used VISSIM to analyze the benefits of roundabouts and presented the results to both technical and non-technical audiences including decision makers and Caltrans.

## San Francisco Bay Area

Francesco's Restaurant in Oakland was the site of the September 20 meeting. The meeting began with a moment of silence for our missing colleagues at the Port Authority of New York/New Jersey in the World Trade Center. Bill Dietrich was recognized for receiving an ITE Life Membership, and (Ethlyn) Ann Hansen was presented as an Honorary Member, one of ITE's highest honors.



After making these presentations, Patti Boekamp, ITE International Director, was also the featured speaker, reporting on the "state of the Institute." In addition to ITE resources such as the web site and publications, she spoke enthusiastically about the new on-line learning packages that ITE is making available, including intersection capacity, intersection safety, and a PTOE refresher course. An excellent video on "Careers in Transportation" is also available. A survey targeting local council members and commissioners as well as the general public is being developed to explore and guide creation of public information/education videos on transportation and traffic subjects. ITE members will be surveyed about what they want at annual meetings, as a tool for increasing attendance at those meetings.

The November 15 meeting was held jointly with the South Bay Chapter (SBTOA) at Dave & Busters in Milpitas. Gary Richards, whose "Mr. Roadshow" question-and-answer column on traffic and transportation has appeared in the San Jose Mercury News for 10 years, was the guest speaker. One of his current hot topics is the proposed BART Extension to San Jose; most of the questions he is getting from the public now are about details such as station locations and construction schedules, which in his view indicate a positive outlook and support for the project by the public. Mr. Richards expressed the opinion that a recent lull in traffic congestion coinciding with the economic downslide in Silicon Valley is a temporary condition, suggesting the need to continue working on transportation solutions. Recent events have presented some dilemmas to the press regarding what to publish when security issues are involved, such as concerns about the possible vulnerability of the Bay Bridge suspension cable.

In general, Mr. Richards said that readers are thrilled just to get any response to their concerns, and even if their problem can't be fixed, they appreciate an explanation of the reasons involved. He observed that the biggest change over the 10 years of his column is people are more favorable toward ramp metering at freeway entrances, and said that the public is starting to

consider things like land use issues, "smart growth," and transit-oriented development in thinking about transportation issues.

*Rich Haygood, Co-Scribe*

## Washington State Chapter

The West Coast Bellevue Hotel hosted the Washington State ITE Section's breakfast meeting on Tuesday January 15. In keeping with tradition for the first meeting of the year, a half-day training session was also offered as a supplement to the business meeting. The combination of breakfast, business, technical presentation, training, and good company drew seventy transportation professionals to Bellevue for the early morning meeting.



Included in Section Vice-President Mark Madden's business discussion was a reminder of the upcoming February 11 joint meeting between Washington's ITE and IMSA. Mark then introduced Mr. Victor Salemann of Earth Tech to give an overview of the meeting's technical presentation. Earth Tech's Victoria, BC office has been the primary consultant on the Insurance Corporation of British Columbia's (ICBC) innovative "Safety City Project." Mr. Salemann presented the ICBC's Mr. Kelvin Roberts, program manager for the Safety Conscious Planning Initiative and the Safer Cities pilot project deployed in and around the City of Kamloops, British Columbia.

The ICBC is the public auto insurer of the Province and has been provided with the legal authority to integrate its efforts into the management and funding of accident reduction measures. The ICBC therefore has a direct vested interest in developing and implementing such measures. Under Canadian law and the ability to fund 50% of road safety improvement costs, the agency has both the authority and leverage to manage long-term and comprehensive endeavors. The Safety City Project (SCP) is an excellent example of success utilizing the comprehensive ICBC project management model.

The Safer Cities Initiative seeks to apply safety conscious planning to establish inherently safe road networks. At least, networks which operate more safely than they would have without the application of safety considerations early in the planning and design stages. The ICBC, like most agencies, operates programs targeting improvements at high accident locations. The SCP goes beyond the primary "black spots" in the system and targets a secondary and more subtle tier of accident contributors, factors often embedded in the inter-relationships of network, land use, access control, and roadside feature designs.

A key in the SCP is the power and persuasiveness provided to the ICBC by the large database of accident patterns. The agency has also developed their own very sophisticated GIS-based analysis tools which, along with many other aspects, quantify the crash reduction potential of alternative land use and highway designs. With this data, safety considerations can be evaluated in the pre-design stage of land use development proposals. The SCP has already demonstrated that planning level contributions do in fact influence the final road safety environment. Planning decisions directly influence volume

distribution, trip distance, mode split, traffic mix, and the design and shape of the network itself.

The agency plays a central role in coordinating a comprehensive effort involving not just the 3E factors (education, engineering, and enforcement), but also involves the communities (schools, neighborhood groups), land use planners, developers, utilities and transit. The SCP is a holistic approach that successfully orchestrates a wide array of stakeholder organizations. It has created an effective safety process emphasizing contributions in the planning stage to influence operational safety of the road system. Although the experiment is still evolving, it has already demonstrated something very different, an integrated process building sustainable crash reduction measures as a new part of a comprehensive effort to improve highway safety. The audience was most appreciative of Mr. Roberts' impressive presentation.

The Section's annual January technical training session followed the conclusion of the regular meeting. The session, "Traffic Signal Training," was led by Stan Ching (Parsons Brinkerhoff) and attended by a capacity group of forty. The session reviewed a wide variety of signal design and construction issues. It concluded with a very informative interactive session featuring comparisons between agency signal design standards and the logic behind local design and signal construction procedures.

*By Dave Alm, Scribe*



## Webmaster Position Vacant

ITE District 6 is currently looking for a new Web Master. As Chair of the Web Site Committee, I am contacting all Section Web Masters and Section Presidents in order to solicit interest.

Generally, the Web Master is responsible for updating and maintaining the site, including frequent posting of information, and administration of the hosting contract. The web master will also be a member of the web site committee, which sets the direction of the District's web site. Currently, the web site committee is looking to enhance the existing site and the new web master will be responsible for implementing these enhancements.

As this position requires a significant time commitment, the web master receives a stipend. The exact amount of the stipend has not yet been determined, but will probably fall in the \$2,000+ per year range.

If you, or someone you know, are interested in applying for the District 6 Web Master position, please let me know. I will be looking for a letter of interest as well as current sites that you have developed or administer (please send links). This position will also be advertised in the March-April issue of WesternITE. The web site committee is looking to make a recommendation by the end of March, if not sooner. If you have any questions or need additional information, please feel free to contact me.

Julie Townsend  
District 6 Vice President  
(916) 786-5529 [juliatownsend@infostations.com](mailto:juliatownsend@infostations.com)

## ITE Legislative News

By Walt Stringer



At the Federal level, much attention has been generated by additional funding for security measures, which creates potential for diversion of funding from transportation and other projects. California has already learned that the proposed Federal FY2003 budget will contain substantial highway-side project reductions. More on this next column.

In Washington State, a Regional Transportation Plan for the Puget Sound area was under consideration in late January, and was passed by the House on January 31. There is also a competing Senate measure, with negotiations expected to iron out differences including methods of project selection. One of these bills would require the use of tolls to support future funding, which was especially controversial (Washington charges tolls on ferries, but not roads). The primary funding source will likely be increased gasoline taxes, with a project funding goal of \$8.5 Billion over ten years. Washington State currently has over 400 projects on hold statewide.

In Oregon, a statewide budget shortage has resulted in Governor Kitzhaber calling a Special session of the Legislative. At presstime, most budget cuts appeared to focus on social services, versus any specific transportation cuts.



# Sign of the Times



You wonder what kind of things these English have once again imagined ?? and few yards after you fall on this ! : This is called the magic roundabout ! You must know that in the center of this magic roundabout you have to drive on the right side whereas all around you have to drive left side...simple as an English mind.  
**Lois Thibault**



"You want us to climb where?"  
**Laurie Kozisek**



"Gee, which one is correct—the sign or the signal ?"  
**Robert Spierling**



"Better to be dead sure, than sure dead"  
**Joel Falter**

## Mid Year Board Meeting Photos



# LAC CONTACTS

## General Chair

Deepak "Dee" Ubhayakar, P.E.  
City of Pomona  
Public Works Department  
P.O. Box 660  
Pomona, CA 91769  
(909) 620-2276 (909) 620-2269 (fax)  
deepak\_ubhayakar@ci.pomona.ca.us



## Vendor Exhibit Chair

Mike Girardot  
(909) 482-1040  
mpgirardot@synchronex-usa.com

## Entertainment /Traffic Bowl Chair

J.R. Morgan  
(909) 955-6815 (909) 276-9648 (fax)  
jmorgan@co.riverside.ca.us

## Vice General Chair / Hotel Arrangements

Mark Greenwood  
(760) 776-6450 (760) 341-7098 (fax)  
Mgreenwood@ci.palm-desert.ca.us

## Technical Tours Chair

Anwar Wagdy  
(909) 384-5213 (909) 384-5155 (fax)  
wagdy\_an@ci.san-bernardino.ca.us

## Vice General Chair / Transportation

Carlos Ortiz  
(949) 855-3657 (949) 837-8007 (fax)  
Cortiz@rbf.com

## Keynote Speaker / Luncheon Chair

Juan Perez  
(909) 955-2075 (909) 955-3164 (fax)  
jcperez@co.riverside.ca.us

## Financial Chair

David Nelson  
(909) 620-2286 (909) 620-2269 (fax)  
dave\_nelson@ci.pomona.ca.us

## Special Services Chair

Fran Dunajski  
(909) 826-5368 (909) 826-2570 (fax)  
dfran@ci.riverside.ca.us

## Technical Chairs

Michelle Bitner Smith  
714-560-5531 (714)560-5794  
msmith1@octa.net

## Family Activities Chair

Anne Azzu  
(760) 346-1127 x119 (760) 340-5949 (fax)  
aazzu@cvag.org

Doug Smith

(714) 433-7666 (714) 433-7661 (fax)  
douglas\_smith@urscorp.com

## University Liaison Chair

Peter Clark  
(909) 869-2641 (909)869-4342 (fax)  
pjclark@csu.pomona.edu

## Registration Chair

Ben Woo  
(909) 620-2275 (909) 620-2269 (fax)  
ben\_woo@ci.pomona.ca.us

## District Liaison

Rock Miller  
(714) 573-0317  
rmiller@katzokitsu.com

## Publicity Chair

Jim Harris  
(909) 477-2740 ext.4052 (909) 477-2746 (fax)  
Jharris@ci.rancho-cucamonga.ca.us

## Website Chair

Zaki Mustafa  
(213) 580-5361 (213) 560-5580 (fax)  
ZakiM@earthlink.net



## Marriott Desert Springs Resort & Spa



## Attention Students:

### Join ITE as a Student Member and We Will Waive Your 2002 Dues! INSTITUTE OF TRANSPORTATION ENGINEERS

Are you interested in solving real problems affecting the quality of life for real people? Would you like to work with a variety of professionals including land developers, architects, and lawyers to accomplish mutual goals? Does involvement in your own community for the benefit of its citizenry sound appealing? Then you should consider a career as a transportation professional.

Transportation professionals plan, design, and operate streets and highways, transit systems, airports, railroads, ports and harbors to provide for the safe, rapid, comfortable, convenient, economical, and environmentally compatible movement of people and goods. And transportation professionals have made the Institute of Transportation Engineers their choice for a professional association. Founded in 1930, ITE is the largest and fastest growing multimodal organization of transportation professionals in the world. ITE student membership is your first step into your chosen profession. We believe the Institute will become one of your most valued and indispensable resources throughout your studies. You will gain access to cutting-edge transportation information across all specialty areas that will assist you in accomplishing your academic goals. We believe you will find your ITE Student membership to be a source of knowledge, unparalleled net-working opportunities and good fellowship, and that it will provide you with unique opportunities to establish important relationships with potential future employers.

That is why we are offering you your first year of student membership in the Institute of Transportation Engineers free! To take advantage of this special student membership offer, please visit [www.ite.org](http://www.ite.org) and download the membership form and submit it to us, and begin receiving the membership benefits and services. I look forward to giving you a warm welcome as a Student Member of the Institute of Transportation Engineers.

Very truly yours,  
**Thomas Brahms**  
*Executive Director*

## Attention District 6 Student Members of ITE

The deadline for the annual Student Paper Competition, the Kell Technical Project Competition, and the Student Chapter Reports is April 1, 2002. Please make sure to send all submittals to Charlie Ebeling, the District 6 Career Guidance Chair. For more information please see the spring What's Up ITE student newsletter or you can call or e-mail Charlie.

## ITE District 6 Assistant Chair Position Open

The position of Assistant Career Guidance Chair position for District 6 is open. The primary responsibility for this position is the design and production of the What's Up ITE newsletter that is sent to the student chapters. If you are interested in being considered for the position, send a letter of interest to Charlie Ebeling, the District 6 Career Guidance Chair. For more information about the position, please call or e-mail Charlie.

**Charles W. Ebeling**  
ITE District 6 Career Guidance Chair  
Placer County DPW  
Transportation Division  
11444 B Avenue  
Auburn, CA 95603  
(530) 886-3521 (530) 889-7467 (fax)  
[cebeling@placer.ca.gov](mailto:cebeling@placer.ca.gov)

# TRANSPORTATION TIPS

**Co-editors: Martin Bretherton & Bridget Smith**

## “Drive 25” in Berkeley

By Eileen Ross, Pedestrian and Bicycle Safety Specialist, City and County of San Francisco

Berkeley, California wanted to remind motorists to slow down with their “Drive 25” message. Twelve yellow 6’ by 3’ banners hang along city streets (example - Shattuck and University) at entry points to this popular town. The double-sided banners cost approximately \$340 each to print and install. Dina Quan of Berkeley’s Injury Prevention Program said this campaign was part of a 5-year plan developed by an interdisciplinary task force to reduce injuries to pedestrians and bicyclists. Although bumper stickers are a popular media in Berkeley, the task force knew that it would be difficult to reach motorists this way.

Dina says there are only two streets in Berkeley with speed limits posted greater than 25 mph. The banner messages were developed by a health educator who brainstormed and collected feedback on about 50 messages before deciding on these:

Haste is Not a Family Value, Drive 25  
 Protest Speeding, Drive 25  
 Celebrate Diversity: Protect Bikers & Walkers, Drive 25  
 Give Pedestrians a Brake, Drive 25  
 Welcome to Berkeley! Drive 25  
 Enjoy the Moment, Drive 25  
 Friends don’t let Friends Drive Fast, Drive 25

Important considerations were size of banner and size of font. Some of the messages like the “Protest Speeding” and “Celebrate Diversity” banners, although catchy and reflect local flair and style, created a readability problem for those passing by in cars.

Its unclear how effective these banners will be in reducing traffic speeds, but they are already capturing the attention of local pedestrian and bicycle activists who are pleased with Berkeley’s publicity campaign.

For more information, contact Dina Quan, Injury Prevention Program Director for the City of Berkeley, 2344 Sixth Street, Berkeley, CA 94710, 510/665-6839, [dinq1@ci.berkeley.ca.us](mailto:dinq1@ci.berkeley.ca.us).

## El Cajon’s Ran Red Light Program: A Consolidated Approach

By Ed Krulikowski and Trev Holman, City of El Cajon

The City of El Cajon, California recently contracted to expand and improve the City’s Ran Red Light Photo Enforcement program. The City has been using photo enforcement for over five years and was the first City to have an operational program in San Diego County. The program originally showed about a 20 percent reduction in Ran Red Light Accidents in

the areas of enforcement and with an expansion (from 3 to 6 sites) three years ago showed about a 71 percent reduction, but this was again only in the areas of enforcement. The City will be adding one site with the new contract. The new system will also include a video clip, in addition to front and rear digital photos. The video clip will provide additional evidence if needed in court and the digital dual photos will provide better resolution than video by itself. The City’s current program uses a wet film camera and only takes front photos, which does not allow vehicles to be cited without front plates and does not show the Red light in the photos. This new system combined with the video clip should improve the program.

The City is currently continuing it’s present program with ACS until the new contract with Redflex can be started. The San Diego ruling caused the City to stop enforcement for about two months to allow time to address concerns with this ruling and how it might affect El Cajon’s program. Although El Cajon’s program was significantly different, there were issues that needed to be addressed. Most notably was the contract payment, which was originally done on the basis of convictions. The Court felt that a private company having an interest in a conviction was inappropriate and not the intention of the law which allowed this type of enforcement. As a result of this, the City revised it’s current contract to pay on a monthly fee basis and it’s new contract on a per ticket issued basis. This eliminates this potential conflict of a private company having an interest in Court actions.

In addition, as noted above, the Photo Enforcement program has only had an affect at the areas of enforcement. Therefore when the City expanded the program three years ago, “RAT” lights were added at two additional sites to expand the areas of enforcement. A RAT (probably got it’s name for ratting them out?) light uses a small focused group of LED’s and is aimed to a spot where the officer can see both the stop bar and this light. This allows a single officer to safely enforce ran red light running from a side street without running the light themselves or using multiple officers. A paper is being prepared about the detailed operations of this RAT program. Basically this type of supplemental enforcement although it may have some benefit, has not significantly helped the program. This type of enforcement requires an officer to dedicate time to the enforcement and if violations are not frequent, it is difficult to justify the time being spent. Therefore the number of citations has been relatively low (compared to the Photo Enforcement program) and not had a significant affect on the overall program.

For more information, contact Ed Krulikowski, City Traffic Engineer for the City of El Cajon, Public Works Department, 200 East Main Street, El Cajon, CA 92020, 619/441-1651, [ekrulikowski@ci.el-cajon.ca.us](mailto:ekrulikowski@ci.el-cajon.ca.us).

## Charlotte Sacks Cul De Sacs

BY ROBERT CANFIELD

The Charlotte (NC) City Council changed the subdivision ordinance so that cul de sacs will be limited in the future. The dead end circles will be permitted only when geographic barriers prevent street connections. The city hopes this change will alleviate traffic by better linking future communities. Existing cul de sacs will not be effected.

As reported in the Charlotte Observer, “Charlotte went cul-de-sac crazy in the 1970s and 1980s”, said Mayor Pat McCrory.

"We failed to develop a grid system of roads and now we have gridlock."

The problem with cul de sacs is they limit access to and from neighborhoods and force vehicles to the main roads for access. The whole story was published on October 18, 2001 and is available for viewing on the website at <http://www.charlotte.com/mld/observer/archives/>  
The article Id is 0110180075 and 783 words. The website will require you pay to view the article.

### Pedestrian Issues

By Martin Bretherton

Research continues on better ways to improve pedestrian operations and safety. Below are some very timely research about pedestrian design issues:

There is a current report about in-pavement flashers. The study developed warrants for their use. The study can be found at <http://www.katzokitsu.com>

FHWA has a new report that includes information on more accessible pedestrian designs. The report is titled "Designing Sidewalks and Trails for Access, Part II, Best Practices Design Guide, (FHWA-EP-01-027), Sept 2001. To get a copy of the report fax your request to the FHWA Report Center, (301) 577-1421, Include your name, address, phone number and the document name and order number.

The Federal Highway Administration recently posted a series of papers and reports that address pedestrian and bicycle safety. The titles of each publication and their location on the internet are as follows:

Evaluation of Automated Pedestrian Detection at Signalized Intersections,  
<http://www.tfrc.gov/safety/pedbike/pubs/00-097.pdf>

An Evaluation of Illuminated Pedestrian Push Button in Windsor, Ontario,  
<http://www.tfrc.gov/safety/pedbike/pubs/0102.pdf>

The Effects of Traffic Calming Measures on Pedestrian and Motorists Behavior,  
<http://www.tfrc.gov/safety/pedbike/pubs/0104.pdf>

An Evaluation of High-Visibility Crosswalk Treatment – Clearwater, Florida,  
<http://www.tfrc.gov/safety/pedbike/pubs/0105.pdf>

### Speed Zoning in California – The Appeals Court Ruling

By Martin Bretherton

A recent appellant court ruling shows the importance of timely speed studies (surveys) for speed zones in California.

The defendant/appellant was charged with violating Vehicle Code section 22350 for driving 66 miles per hour in an area posted 50 miles per hour. He testified he was traveling 45 miles per hour and the officer was hidden from view. He was found guilty by the court.

The appellant appealed his verdict. The Vehicle Code 22350

states that "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property." The court stated that "No conviction can be sustained unless the record contains substantial evidence supporting each element of the charged offense. If section 22350 charge rests on an allegation that defendant exceeded a posted or prima facie speed limit, the People must introduce into evidence or permanently lodge with the court a certified copy of a traffic engineering survey, made within the past five years, justifying that speed limit."

The court found agreement that the area being "surveyed" for 50 miles per hour, it fails to indicate that the People introduced the statutorily required traffic and engineering survey, and if so, when it was prepared and whether it justifies the speed appellant is alleged to have exceeded. The record fails to contain substantial evidence supporting the conviction. The judgment was reversed. (Superior Court of California, San Bernardino County, Appellate Division, Case No CR.A. 3634, Trial Court 1725293).

Another appellant case also stated the importance of having current speed studies for speed zones.

In Appellate Division, Superior Court of California, San Joaquin County, Case No 574242, the court stated "... we find the Legislature's antipathy toward any radar-based prosecution of any speed law violation in any posted zone, where the prima facie speed limit is not justified by proof of a timely engineering survey, is absolute and unequivocal.



**Jennifer A. Rosales** wins two tickets to the movies! We ran a little contest in our last issue to see if you all are reading our westernITE or if it's getting thrown into the circular file cabinet. We were very impressed with the response to our contest. We had over 75 responses and, of them, 13 members had the right answer. Of course Jennifer was the first one with the correct answers.

Whose head is this? **Thomas Brahms**  
And whose lip-prints are on it? **Jenny L. Grote**  
How many times can you find the "Chosen One" on that page? **Twice**  
Who is the "Chosen One?" **Nazir Lalani**

We appreciate your participating in this little contest. The idea was given to me by Tim Harpst. Thank you, Tim.

This is your newsletter so send me *your* ideas as to how to better OUR westernITE. Thank you!

**Your Newsletter Editor**

# Positions Available

## Regional Transportation Commission

The Regional Transportation Commission located in Reno, Nevada is seeking either a Principal or Senior Planner to supervise professional planning staff and perform professional transportation planning assignments and an Associate Planner to perform professional journey-level planning assignments in transportation planning. The higher level position will be filled at either the Principal or Senior Planner level dependent upon incumbent's depth of experience and level of qualifications.

### Qualifications and Annual Salary Ranges:

Senior Planner (\$46,176 - \$65,458) - Requires graduation from an accredited college or university with a Bachelor's degree in Planning, Engineering, Environmental Sciences, Public Administration or Business Administration & five years' progressively responsible professional planning experience, including two years' project-level supervision, and experience with EMME/2 or similar software.

Principal Planner (\$56,971 - \$80,746) - Above BA & six years' above experience, including three years' supervisory experience, and experience with EMME/2 or similar software.

Associate Planner (\$42,099 - \$59,654) - Above BA & three years of professional planning experience. Equivalent combination of education and experience will be accepted for above requirements. Related Master's degree can be substituted for one year required experience. Requires valid driver's license or ability to obtain one.

### Benefits:

Public Employees' Retirement System - 100% company paid  
Eligibility for annual merit increases and performance-based bonuses  
Medical, dental, vision, life and long-term disability insurance  
Generous vacation, sick, and personal leave

Nevada does not have a state income tax, and we do not participate in Social Security.

For application materials, contact the RTC at:

2050 Villanova Drive, Reno, NV 89502  
Call 775-348-0400 or e-mail [crobinson@rtcwashoe.com](mailto:crobinson@rtcwashoe.com)  
AA/EEO

## RK ENGINEERING GROUP, INC.

SENIOR TRAFFIC/  
TRANSPORTATION ENGINEER OR  
PLANNER

RK ENGINEERING GROUP, INC. is a growing Newport Beach consulting firm that has an immediate opening for a Senior Transportation /Traffic Engineer or Planner. At least 5 years of professional experience in traffic engineering or transportation planning is required along with strong analytical, oral and written communication skills. Familiarity with Traffix, Synchro/SimTraffic, AutoCAD and other transportation software is highly desirable.

Please email your resume to Mr. Robert Kahn at [rk@rkengineer.com](mailto:rk@rkengineer.com) or fax to (949) 474-0902.

## City of Santa Clarita

ASSISTANT AND/OR ASSOCIATE  
TRAFFIC ENGINEER (DOQ)  
\$4,512-5,485/mo. Assistant level  
\$5,097-6,196/mo. Associate level

The City of Santa Clarita, CA, population 151,000, located 35 miles north of Los Angeles, is a fast-growing community with an increasing number of new or improved roadways and new traffic signals. The City's Transportation & Engineering Services Department currently has two openings: Associate and Assistant Traffic Engineers. These positions will design/review traffic plans and review development projects, develop signal timing, manage the Traffic Signal Management Center, solve complex problems, and represent the City at various meetings/groups. The Associate position requires technical proficiency in signal timing/design and excellent organization/communication skills. This level requires a B.S. in Civil or Traffic/Transportation Engineering or

related field and three or more years of traffic engineering experience, with possession of a PE/TE in California or ability to obtain within 12 months. The Assistant position requires two or more years of general traffic engineering experience. This level requires a B.S. in Civil or Traffic/Transportation Engineering or related field, or possession of an EIT and two or more years of traffic engineering experience. City application REQUIRED (NO FAXES/EMAILS). Position is OPEN UNTIL FILLED; apply immediately! For more information and an application, visit [www.santa-clarita.com](http://www.santa-clarita.com), or call (661) 255-4392. E.O.E.

## City of Fremont

Associate Transportation Engineer - City of Fremont, CA - (Salary: \$72,756 - \$88,440/yr.) The City of Fremont, California (population: 207,169) is seeking an experienced engineer to join its team of motivated and dedicated professionals. This position oversees the operations of City traffic signals, the new advanced traffic management system project, the Silicon Valley Smart Corridor program and the traffic signal maintenance contract.

The successful candidate will have a Bachelor's degree in Transportation or Civil Engineering; three years progressively responsible transportation engineering work experience; possession of a Traffic Engineering or Civil Engineering Registration; and possession of a valid California Driver's license. For more information on joining the City of Fremont team, contact: The City of Fremont, Personnel Office, 39100 Liberty Street, Fremont, CA 94538 or (510) 494-4747 or [www.ci.fremont.ca.us](http://www.ci.fremont.ca.us) to obtain an application form and a supplemental questionnaire. This position is open until filled. There will be a first review of applications and supplemental questionnaires on February 4, 2002. EEO

## DKS Associates

### Transportation/Traffic Engineers

DKS Associates is a traffic and transportation engineering firm that provides state-of-the-art consulting services for all modes of ground transportation. DKS is one of the largest employee-owned specialized transportation firms in the U.S. We seek two mid level candidates:

Traffic Engineer for our Seattle, WA office, who will work on traffic operations, transportation design, and ITS projects in the Puget Seattle area. Requirements: BS in civil engineering; 2-5 yrs. exp. in traffic/trans. eng.; AutoCad; EIT cert. or P.E.; technical expertise in traffic operations and/or transportation design (i.e. traffic signal design and roadway operations; traffic studies; intersection analysis methodologies and parking analysis; ability to work both as a team member and independently.

### **Transportation Engineer/ Transportation Planner**

Transportation Engineer/Transportation Planner for our San Jose, CA office will work on traffic operations and transportation planning projects in a growing branch office in San Jose, CA. Requirements: BS in Civil Eng. Or Urban Planning; 4+yrs. exp. in transportation eng.; EIT cert. (engineers) or AICP (planners); technical expertise in traffic operations and/or transportation planning (i.e. traffic signal and roadway operations, traffic studies, intersection analysis methodologies, and parking analysis); ability to work independently and as a team member.

If interested, please submit resume as word attachment to: arh@dksassociates.com. To learn more about DKS, visit our website: www.dksassociates.com.

### **David Evans and Associates, Inc.**

David Evans and Associates, Inc. (DEA) is seeking all levels of Transportation and Traffic Engineers for openings in our Denver, Portland, Phoenix, Seattle, and California offices.

We're working on exciting client projects for: Sound Transit (Puget Sound), WSDOT, ODOT, Tri-Met (Portland), SANBAG (San Bernadino), CalTrans, National Parks, cities and counties in the Western United States, and many more.

Learn more about DEA at www.deainc.com. For full, confidential consideration for openings in any of our locations, please send your qualifications to: jobs@deainc.com or Corporate Recruiting, P.O. Box 9580, Phoenix, AZ 85068. EOE

### **Zimmerman Engineering, Inc**

Zimmerman Engineering, Inc. is seeking Project Managers, Project Engineers, and Design Engineers. WGZE has an excellent track record for providing design, management, and staff support services to local agencies. We are a young and growing engineering firm with excellent opportunities for advancement within the company. We offer excellent compensation and benefits package, including a 401K with company match and a bonus program. Project Managers: Position requires BSCE, California Registration, and a minimum of 8 years experience in: Transportation, Traffic or Municipal Engineering. Candidate shall possess strong leadership and communication skills, knowledge of AutoCAD 2000, and client interface experience. Project Engineers: Position requires a BSCE, California Registration, and a minimum of 3 years of experience in either: Transportation, Traffic or Municipal Engineering. Candidate shall possess strong project design experience and communication skills, knowledge of AutoCAD 2000, and familiar with PS&E production. Design Engineers: Position requires a BSCE and knowledge of AutoCAD 2000 or similar CADD program. Candidate shall possess the ability to design and prepare AutoCAD drawings under the direction of a Project Engineer.

Please forward your resume to:  
W.G. Zimmerman Engineering, Inc.  
1500 Pacific Coast Highway, Suite D  
Seal Beach, CA 90740  
Email: Staff@WGZE.com

### **City of Pasadena**

Assistant or Associate Traffic Engineer, City of Pasadena, CA (\$52,611 - \$65,764 or \$61,224 - 76,530 effective 3/26/02 DOQ). 9/80 work schedule and an excellent benefits package. Associate Engineer requires a BSCE, an EIT, and two years of recent professional traffic engineering experience. Assistant Engineer requires a BSCE and one year of experience. An EIT may substitute for the BSCE. Conducts field investigations and traffic engineering studies. Maintains system records including traffic volume and accident data. Reviews signal & signing/stripping plans, and may maintain traffic forecasts using EMME2 model. Responds to citizens' traffic investigation requests and prepares technical reports and correspondence. Apply by May 15, 2002. HR Department, City of Pasadena, 100

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Engineering Aide, City of Pasadena, CA (\$36,121 - \$45,290 effective 3-26-02 DOQ). 9/80 work schedule and an excellent benefits package. The world class City of Pasadena is recruiting for two engineering aide positions in the Public Works and Transportation Department. Requires graduation from high school or GED with knowledge of algebra, geometry, and trigonometry, and one year of experience in computer aided drafting, and general engineering work in a civil engineering or architectural office.. Apply by April 26, 2002. HR Department, City of Pasadena, 100 N. Garfield Avenue, Pasadena, CA 91109-7515, 626-744-4366 [www.ci.pasadena.ca.us/](http://www.ci.pasadena.ca.us/)

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# 2001 SECTION ACTIVITY REPORTS DUE APRIL 1st

by

**Ken Ackeret, P.E., Ph.D.  
District 6 Technical Chair**

It's that time of year again for each Chapter and Section to report its activities for last year. By now all Section presidents should have received an e-mail activity report request and report form from ITE headquarters. This is the first year the reports have been sent out electronically for everyone's convenience. Each year as your District 6 Technical Chair I have the privilege to follow up with each section and urge you to fill out your report.

Here are some of the best excuses I have heard over the years about not submitting a report:

- We are not active enough to win an International award so it doesn't matter.
- I don't have the information on how many members we have.
- I didn't get a chapter report so I couldn't complete our section report.
- We don't know for sure how many people come to our meetings or how much money we have.
- We don't know who should fill out the report.
- I missed the April 1<sup>st</sup> deadline so it's too late now anyway.

The list goes on but our WesternITE editor limits the space I have. Over the years in administrating and summarizing our District 6 Activity Reports, I have worked to eliminate each and every excuse I have received for a Section not submitting a report.

Why should you make sure your Section President submits a report for you? Even if your Section does not expect to be a District champion or International winner, the information each Section and Chapter provides is invaluable. For example, did you know that from our activity reports last year we learned that District 6 sections collectively gave out over \$8,000.00 in student support? On the average 350 District 6 members routinely attend their local ITE meetings each month. Did you also know that last year the Alaska Section held their first traffic bowl? The summarized information from each of your section reports provides great information to the District 6 Board on the individual activities among the thirteen western states that make up our District.

With everyone's help this year we can have all of our Chapters and Sections in District 6 submit reports by April 1<sup>st</sup> and prior to our annual meeting in Palm Desert. If you have any questions at all concerning your Chapter or Section report, please call me at (702) 862-3601 or e-mail me [ken.ackeret@kimley-horn.com](mailto:ken.ackeret@kimley-horn.com). I look forward to seeing all of the activity reports soon.

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2401 South 35th Street  
Tacoma, WA 98409-7485  
(253) 798-7250  
Fax: (253) 798-3661  
rgrindl@co.pierce.wa.us

### Vice President

Julia Townsend, P.E., PTOE  
kdANDERSON Trans. Engineers  
417 Oak Street  
Roseville, CA 95678  
(916) 786-5529  
Fax: (916) 786-5531  
juliatownsend@infostations.com

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Ransford S. McCourt, PE, PTOE  
DKS Associates  
1400 SW Fifth Avenue, Suite 500  
Portland, OR 97201  
503/243-3500  
FAX 503/243-1934  
rsm@dksassociates.com

### Past President

Rock Miller, P.E., PTOE  
Katz, Okitsu & Associates  
17852 E. Seventeenth St.  
Suite 102  
Tustin, CA 92780  
(714) 573-0317  
Fax: (714) 573-9534  
RMiller49@compuserve.com

### District International Director

Patti Boekamp, P.E.  
City of San Diego  
1010 2nd Ave., Ste. 1200  
San Diego, CA 92101  
(619) 533-3138  
Fax (619) 533-3071

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233-4560

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City of San Leandro  
835 East 14th Street  
San Leandro, CA 94577  
(510) 577-3438  
Fax (510) 577-3294  
rdavis@ci.san-leandro.ca.us

### District Administrator

Wes Pringle, P.E.  
WPA/Willdan  
27042 Towne Centre Drive, Suite  
270, Foothill Ranch, CA 92610.  
(949) 470 8880  
Fax: (949) 770 9041  
wpringle@willdan.com

### International President

Jenny L. Grote, P.E.  
Traffic Engineer III,  
City of Phoenix,  
Street Transportation Department  
Phoenix, AZ 85003,  
602-262-7597  
Fax: (602)-495-2016  
jgrote@ci.phoenix.az.us



### Annual Meeting Chair

2002 District 6 Annual Meeting  
Deepak "Dee" Ubhayakar, P.E.  
City of Pomona  
Public Works Department  
P.O. Box 660 Pomona, CA 91769  
(909) 620-2276  
(909) 620-2269 (fax)  
deepak\_ubhayakar@ci.pomona.ca.us

### Managing Editor

Zaki M. Mustafa, P.E.  
City of Los Angeles  
221 N. Figueroa St.,  
Suite 300  
LA, CA 90012  
Tel. (213) 580-5361  
ZakiM@earthlink.net

### Technical Editor

John A. Kerenyi, P.E., PTOE  
Kimley-Horn and Associates  
2100 W Orangewood Ave.,  
Suite 140  
Orange, CA 92868  
Tel (714) 939-1030  
Fax (714) 938-9488  
jkerenyi@kimley-horn.com

### Interim Web Master

Zaki M. Mustafa, P.E.  
City of Los Angeles  
221 N. Figueroa St.,  
Suite 300  
LA, CA 90012  
Tel. (213) 580-5361  
ZakiM@earthlink.net

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